

NATIONAL RAILROAD PASSENGER CORPORATION
INTEROFFICE MEMO

DATE: March 15, 1983

TO: P. J. Smith

File: I 7.0

FROM: B. R. Pohlott *B. R. Pohlott/pra*

SUBJECT: Northeast Interlocking

Attached is information you requested regarding New Northeast.

BRP/mt

Attachment

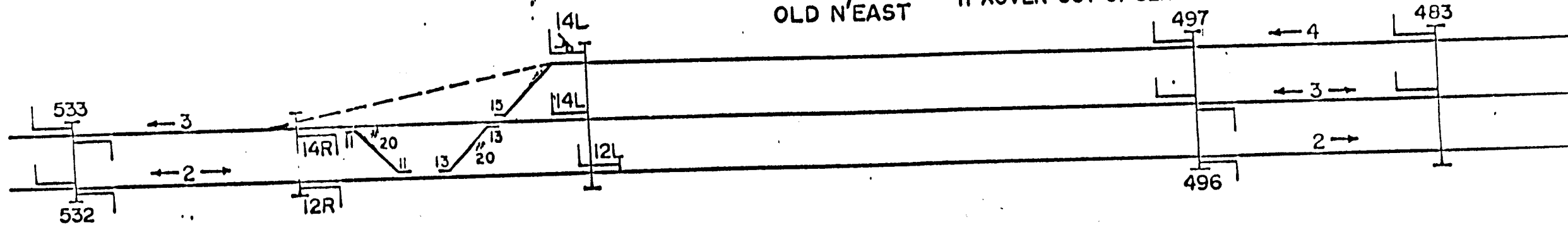
cc: J. L. Aviles
O. M. Head
W. A. Johnson



STAGING - NORTHEAST

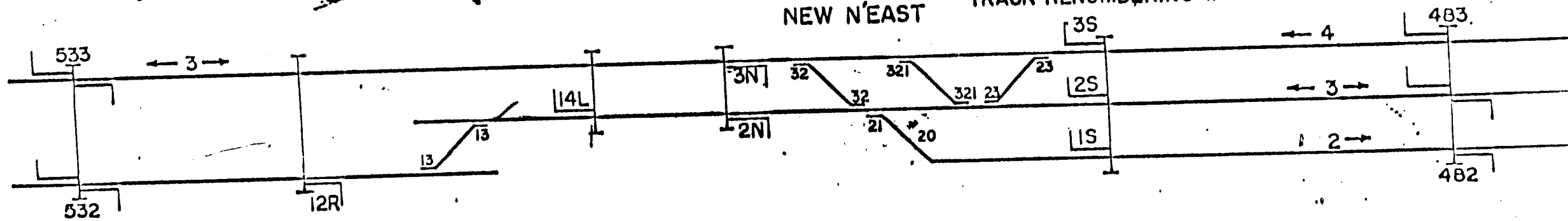
STEP I OLD N' EAST

14L SIGNAL OUT
14R SIGNAL OUT
15 TURN OUT - OUT
11 XOVER OUT OF SERVICE

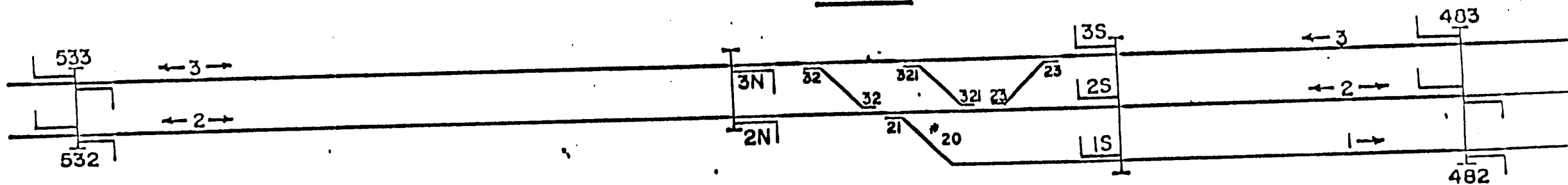


STEP II NEW N' EAST

21 TURNOUT - 1st WEEK AFTER CUTOVER
TRACK RENUMBERING IF SO DESIRED



STEP III



North East

Staging of Placing New North East into Service.

Step I. Cut and throw 4 to 3 at old
NORTH EAST.

Discussion: There is not the ability
for parallel moves 4 to 3
and 2 to 3. Thus it is
practical to cut New
North East into service then
make the cut and throw

Reverse Signaling will not be in
service between Principio and
North East on Number 3 Track
New North East is in Service.

Number 13 crossover would remain
in service - Number 11 crossover would
be out of service.

The track will run southbound - Davis to

Step II - Immediately after Step I is complete
Place New North East into Service.

Spike No 13 crossover - Old N.E. in reverse

Interface N. N.E. and Old N.E. on

2 to 3 Tracks.

Number 1 ⁽²⁾ Track will be out of service

New N.E. to Davis until Number 21

is placed into service - which should

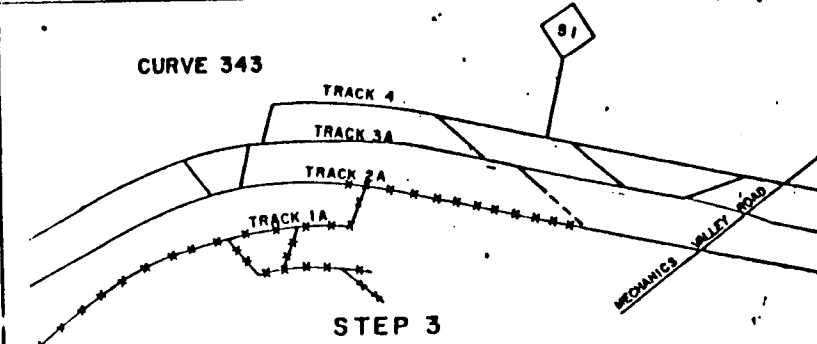
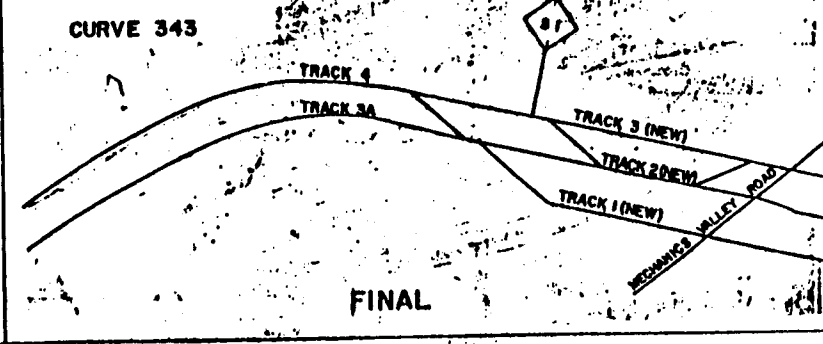
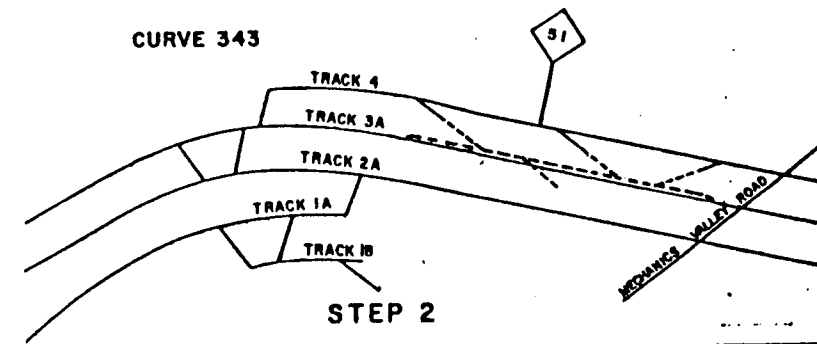
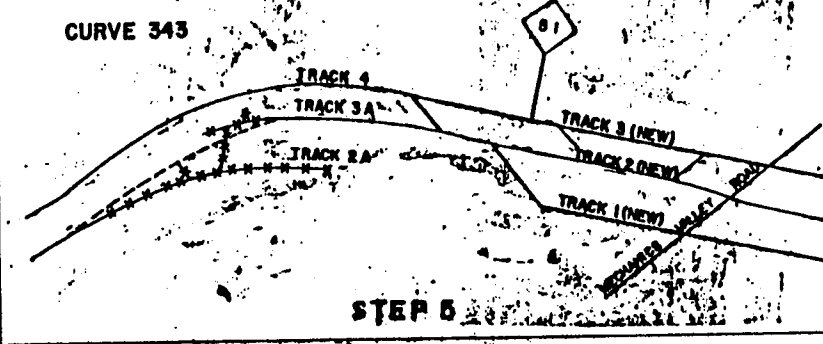
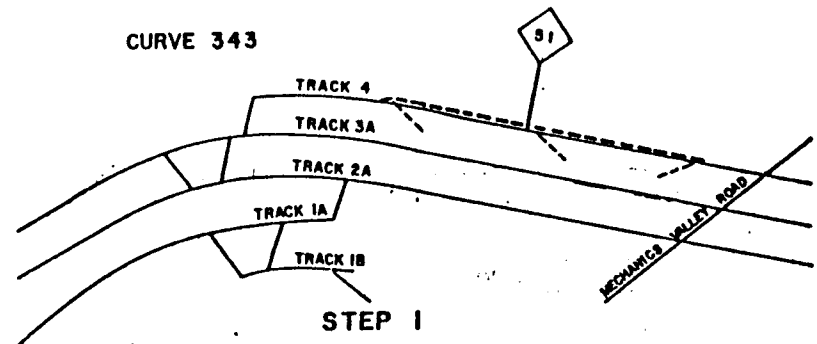
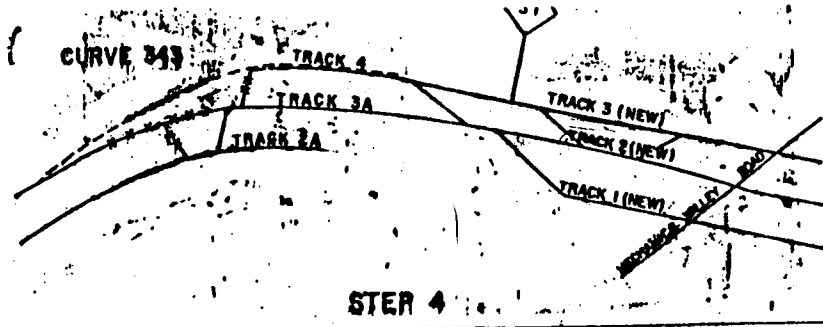
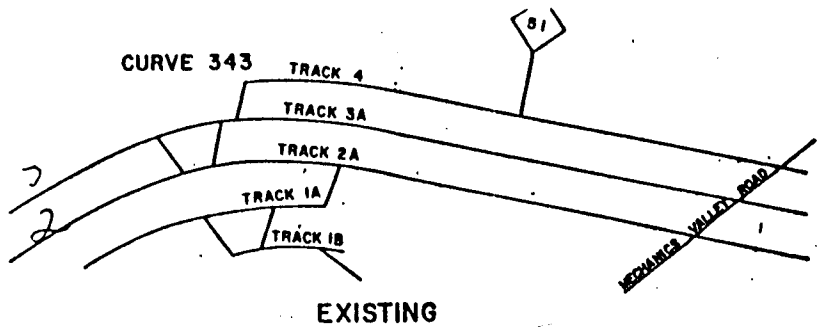
within week of cut over.

Step III - Cut and throw 2 to 3 Track
old North East - 2nd week after New
cut over. This will eliminate old N.E.

North land distant signal 532 will
remain as distant signal for New N.E.

Existing South land distant signal 497-496 will be removed. Signal 483 will
become the south land distant signal
for New N.E. Bottom wire will be
installed.

BR.
Sig. Line



FOR INFORMATION ONLY.
SPECIFICATION SEC. 1-60
WILL CONTROL PHASING.

LEGEND

— TRACK EXISTING

- - - TRACK CONSTRUCTION

***** TRACK REMOVAL

PP 1-8	PLAN AND PROFILE	DESCRIPTION

DESIGNED *G. Williams*

DRAWN *D. Smith*

CHECKED *L. Moslow*

IN CHARGE *J. Zaras*



NORTHEAST CORRIDOR IMPROVEMENT PROJECT
FEDERAL RAILROAD ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

Barnard Johnson Incorporated
Engineers Architects Planners
Washington, D.C.

DELEUW CATHY/PARSONS & ASSOCIATES

APPROVED *P. Powell*

NORTHEAST, MD TO PERRYVILLE, MD
REALIGNMENT
CONSTRUCTION STAGING PLAN
NORTHEAST INTERLOCKING

SCALE NONE

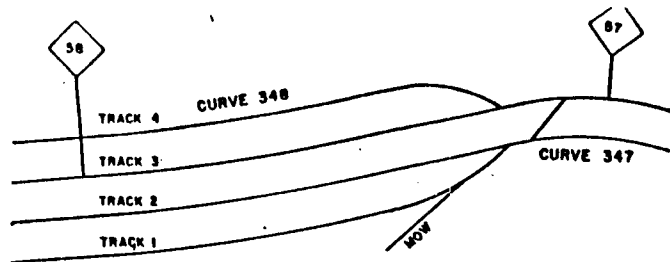
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NECIP DOCUMENT 1
CDO1757

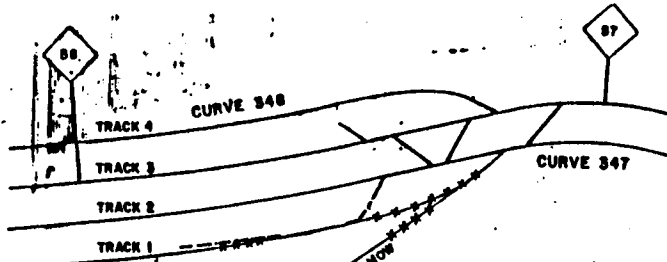
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CHECKLIST (CHECKED)

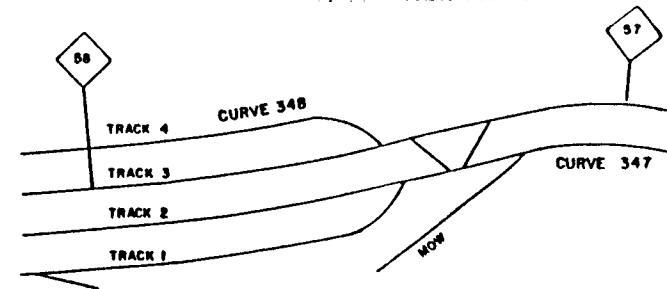
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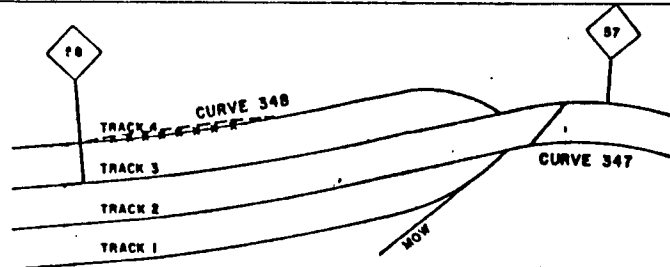
EXISTING CONDITION



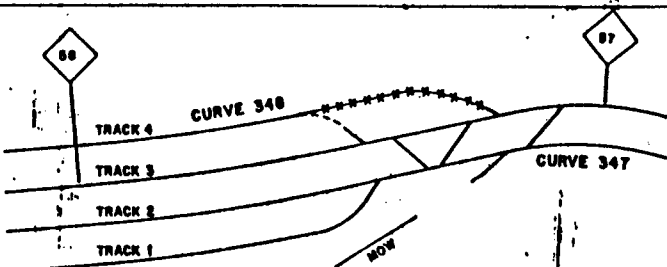
STEP 4



FINAL

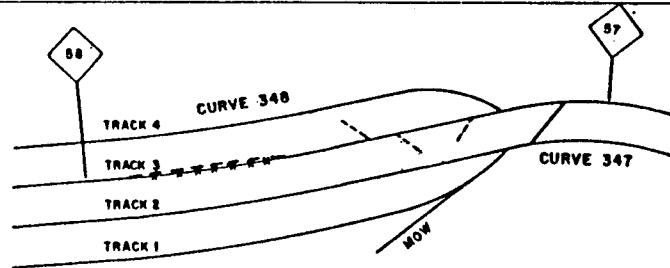


STEP 1

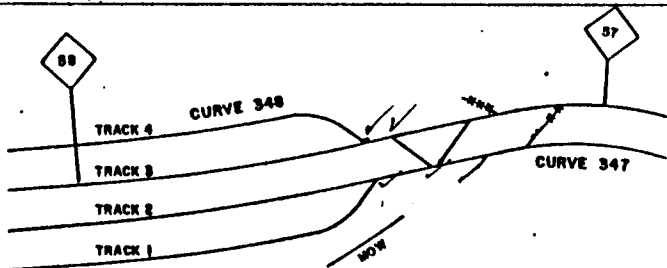


STEP 5

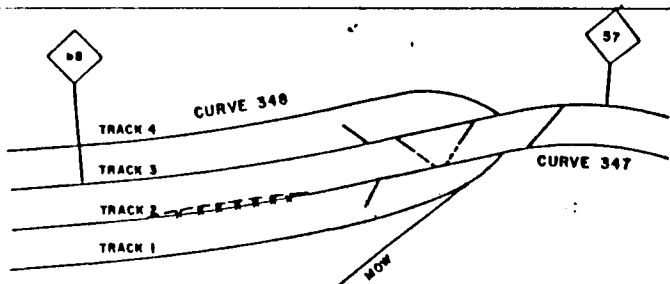
✓ = Work Remaining



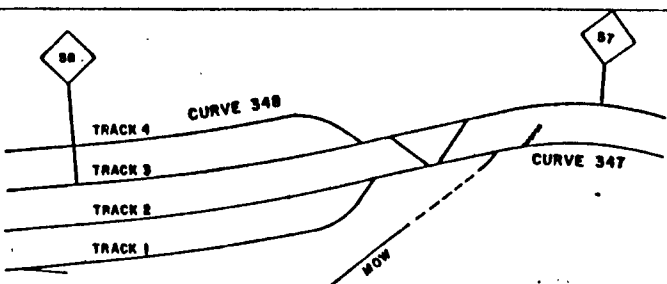
STEP 2



STEP 6



STEP 3



STEP 7

FOR INFORMATION ONLY.
SPECIFICATION SEC. I-GO
WILL CONTROL PHASING.

LEGEND

- TRACK EXISTING
- - - TRACK CONSTRUCTION
- · · · · TRACK REMOVAL

DESIGNED *James Harris*
DRAWN *Jim W. Conant*
CHECKED *Lee P. Brown*



NORTHEAST CORRIDOR IMPROVEMENT PROJECT
FEDERAL RAILROAD ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
Bernard Johnson Incorporated DELEUW CATHY/PARSONS & ASSOCIATES

NORTHEAST, MD TO PERRYVILLE, MD
REALIGNMENT
CONSTRUCTION STAGING PLAN

NECIP DOCUMENT CODE
CDO1758
CONTRACT NO